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DEPARTMENT OF THE AIR FORCE

HEADQUARTERS UNITED STATES AIR FORCE

WASHINGTON, D.C.



21 December 1967

NRO REVIEW COMPLETED

MEMORANDUM FOR DR. FLAX

SUBJECT: Allocation/Distribution of U-2R Aircraft

As the production and delivery of the U-2R aircraft has begun and is progressing on schedule, the assignment and distribution of these aircraft should be determined.

Assumptions:

- a. The U-2R was developed and purchased to improve both the overt and covert reconnaissance capabilities.
- b. U-2R aircraft will be assigned to both SAC and CIA.
- c. Aircraft Nos. 1 and 2 will be used as test aircraft for an undetermined period.
- d. A minimum of three aircraft is required to meet an operational requirement.
- e. Previously established schedules will provide logistic support, aircraft and ground training, and operational aircraft to afford an operational capability of five aircraft by 1 July 1968 and the remaining aircraft by December 1968.

Discussion:

- a. The attached chart indicates the U-2R aircraft and support schedules. Logistics support planning was based on two home station operating bases and two fly-away kits for each home base.

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Pg 1 of 4 Pgs

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b. In considering distribution of aircraft, flight test and performance requirements must be provided for before aircraft are assigned to operating elements. Therefore, one aircraft (Article No. 1) will be used for aircraft and payload systems flight testing. One aircraft (Article No. 2) will be used for collection and analysis of aircraft performance data and aircrew qualification. These two programs will run simultaneously for the greater part of the total production period. Therefore, the first aircraft available for assignment to an operating element will be Article No. 3.

c. In order to establish the earliest possible operational capability, a minimum of three aircraft would be required. Thus an operational element with three aircraft could be realized with Articles 3, 4 and 5 in March 1968. This date would be coincident with the delivery of 100% home station spares for one operating element. Deployment spares would not be available until May 1968 for the first operating element. By that time (May 1968) two additional aircraft (Articles 6 and 7) would be delivered. It would appear more feasible to assign Articles 6 and 7 to this first operating element rather than begin assignment to the second operating element for the following reasons:

(1) Coincident with the assignment of the first aircraft (Article No. 7) the first operating element would also receive its deployment spares thus giving them a home base plus deployment capability within a month after these events.

(2) If Articles 6 and 7 were assigned to the second operating element, logistic support would be limited until 100% of their home station spares were received two to three months later.

(3) If Article No. 8 is the first aircraft to be assigned to the second operating element then its delivery would be approximately coincident with the delivery of 100% of their home station spares. Thus logistic support of the second operating element would be far better during the delivery period of the last five aircraft.

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Pg 2 of 4 Pgs

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d. Determination of whether the CIA or SAC should be the first operating element to be equipped with the U-2R becomes the major question for discussion. In this regard, the following points were considered:

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(1) Tactical U-2 flying activity is presently being conducted from [] by SAC; therefore, if the first contingent of aircraft was assigned to SAC, early tactical utilization of the U-2R would be assured.

(2) The increased capability of the U-2R will enhance reconnaissance coverage in SEA in response to theater as well as national objectives in addition to greatly improving the survivability of the USAF mission in that area. Increased performance of the aircraft should relieve the Commander of 7th Air Force of providing desired fighter coverage in areas north of 20° N. Lat.

(3) If SAC were to become the second operating element, many of the operational problems associated with initial use of a new weapons system will have been corrected prior to their using the aircraft operationally. While the same could be said for the CIA being the second operating element, it has been our experience that response time of the CIA to effect necessary changes in design will result in earlier product improvement with initial assignment to the CIA.

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(5) Assignment of the first contingent of U-2R aircraft to the CIA, [] may be expected to materially increase reconnaissance information available about South China. It must also be remembered that the CIA is subject to call in a crisis situation such as existed in the Middle East war.

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Cy 1 of 3 Cys
Pg 3 of 4 Pgs

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(6) Planning to date has been toward delivery of first aircraft to the CIA.

(a) Under present plans, the permanent life support facilities for the full pressure suit will not be completed at Davis-Monthan AFB before January 1969. In the interim, a life support trailer will be moved to Davis-Monthan AFB in April/May 1968 and will become operational by July 1968.

(b) Permanent life support facilities at Edwards AFB will be completed in April 1968. At the present time, a life support trailer is in place and operational.

(7) Distribution of spares can be adjusted to satisfy either aircraft distribution option. However, programming action thus far has been to provide first delivery to the CIA.

(8) Training of the SAC flight crews will be accomplished initially by the CIA at Edwards.

Recommendations:

a. That production Articles 3 through 7 be assigned to CIA (first operating element).

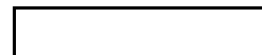
b. That production Articles 8 through 12 be assigned to SAC (second operating element).

c. That upon completion of flight testing, Articles 1 and 2 be brought up to base line configuration and assigned to the CIA (Article 1) and SAC (Article 2).



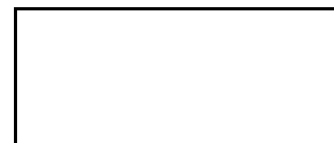
FRANK W. HARTLEY, JR.
Colonel, USAF
Director, Program D

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Cy 1 of 3 Cys
Pg 4 of 4 Pgs

TOP SECRET



TOP SECRET

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Page 1 of 1 pgs
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U-2R AIRCRAFT AND SUPPORT SCHEDULE

Event	FY 68												FY 69											
	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	
Production A/C	S	1			2	3		4	5	6	7	8	9	10	11	12								
Crew Tng					A					B														
Maint Tng					A					B														
Home Stn Spares								A				B												
Deployment Spares										A														
Fly Away Kit																	B ₁		B ₂					
Operational Capability												A							B ₁		B ₂			
<div>A = First Operational Element</div> <div>B = Second Operational Element</div> <div>1 = First Operating Location</div> <div>2 = Second Operating Location</div> <div>S = Stress Test</div>																								

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